
APPENDIX E: PUBLIC INVOLVEMENT



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Affidavit of Publication

The Times Argus, a daily newspaper of general circulation, printed and published in Washington, Vermont; that the publication, a copy of the attached document attached, was published in the said newspaper on the following date(s):

Published – Times Argus – March 12 & March 19, 2022

PUBLIC NOTICE OF AVAILABILITY State of Vermont, Agency of Transportation E.F. Knapp State Airport Draft Environmental Assessment Section 106 No Adverse Effect Finding

State of Vermont
County of Washington County

This instrument was acknowledged before me on 3-23-22 by

Alexander Jackson

Amy White

Signature of Notary Public

Amy White
Notary Public
State of Vermont
My Commission Expires
January 31, 2023

Commission Expiration Date of Notary

PUBLIC NOTICE OF AVAILABILITY
State of Vermont, Agency of Transportation
E.F. Knapp State Airport
Draft Environmental Assessment
Section 106 No Adverse Effect Finding

Pursuant to Title 49, United States Code, Section (§) 47106(c)(1)A), notice is hereby given that the State of Vermont, Agency of Transportation through its aviation department, is proposing to clear tree obstructions within the approaches of Runway 17 and 35 at E.F. Knapp State Airport, Berlin, Vermont. In accordance with the National Environmental Policy Act (NEPA), a Draft Environmental Assessment (EA) was prepared and is available for public review and comment for 45 days. The Draft EA identifies the proposed action, project alternatives, and presents an evaluation of potential environmental impacts. The Draft EA can be viewed and downloaded by going to <https://vtrans.vermont.gov/aviation/airports/knapp>

The proposed action also involves special purpose laws having public notice requirements separate from NEPA, including Section 106 of the National Historic Preservation Act (NHPA). The Federal Aviation Administration (FAA) has issued a “No Adverse Effect” finding for the project because the project will not diminish the integrity of the historic properties within the APE. In accordance with the NHPA, the views of the public are being sought regarding the effect of the proposed action on the historic elements per 36 CFR 800.2(d), 800.3(e) and 800.6(a)(4). The documentation specified in 36 CFR 800.11(e) is available for inspection in the Draft EA. Copies of the Draft EA can also be reviewed during regular business hours at the following locations:

Kellogg-Hubbard Library
135 Main Street
Montpelier, VT

Aldrich Public Library
6 Washington Street
Barre, VT

All comments on the Draft EA received will be addressed and the results included in the Final EA. Written comments on the Draft EA may be submitted in writing or via email to the address below and must be received by April 22, 2022:

Mr. Adam Goudreau, P.E.
AOT Project Manager
219 North Main Street
Barre, Vermont 05641
adam.goudreau@vermont.gov

A hybrid public meeting will be held at the E.F. Knapp Terminal Building (in the former restaurant) at 1979 Airport Rd. Barre, VT on Wednesday April 13, 2022 from 6:00 to 7:30 P.M. If unable to attend the meeting in person, the public may choose to join the meeting virtually by going to <https://vtrans.vermont.gov/aviation/airports/knapp> and clicking on the virtual meeting link. The meeting will be conducted in an open house forum with a formal presentation at 6:30 P.M.

Runway 17-35 Obstruction Removal Environmental Assessment (EA)



E.F. Knapp State Airport (MPV)

April 13, 2022



April 13, 2022

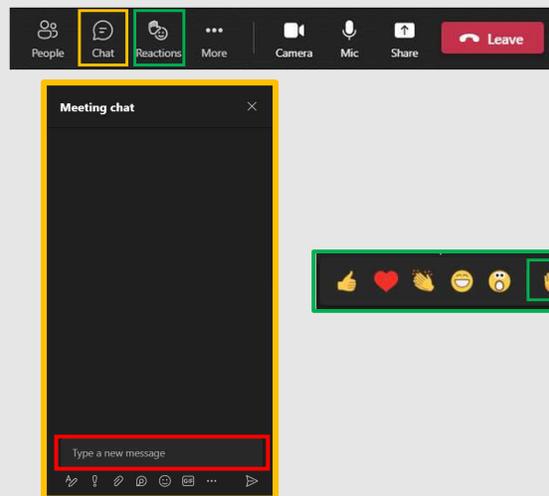
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Q&A Feature

- Multiple methods to ask questions or make comments via the upper right corner of the Teams Meeting window
- Text: Click the “Chat” button and type in your question or comment in the provided area
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Today's Agenda

Environmental Assessment (EA) Process

Project Background

Tree Obstruction Removal Purpose & Need

Alternatives & Airport's Preferred Action

Environmental Considerations

Project Timeline

Comments and Questions



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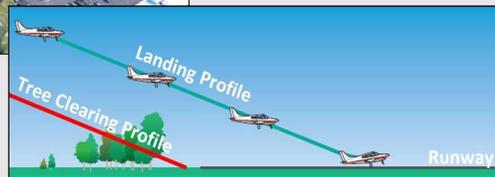
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Why Are We Here?

TREE OBSTRUCTION SAMPLE



Obstructions



Plan to remove obstruction trees penetrating Runway 17-35 airspace surfaces

- Assessment of environmental impacts required for "federal action"
- Public meeting aims to:
 - Inform the public
 - EA Process
 - Proposed Action
 - Environmental studies
- Address questions/comments

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National Environmental Policy Act

- Signed into federal law in 1970
- Only applies to “federal actions”, which can be projects, policies, permitting, and licensing
- What’s a federal action?
 - Approval of an Airport Layout Plan
 - New or revised air traffic procedures
 - **Grant funding under the Airport Improvement Program (AIP)**



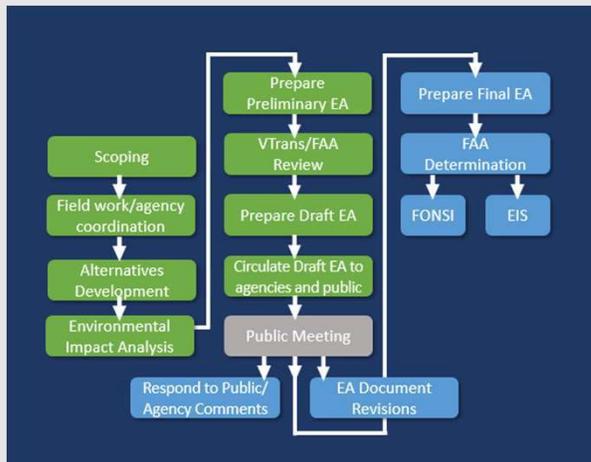
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What is an Environmental Assessment (EA)?



- Concise document describing a project’s potential impact
- Satisfies compliance with the NEPA
- Process oriented

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Roles & Responsibilities

State of Vermont, Agency of Transportation (VTrans) – Airport Sponsor

- Responsible for development of the EA (via Consultant)
- Must obtain environmental approval prior to applying for federal assistance for easement acquisition, design, & construction



Federal Aviation Administration (FAA) – Lead Federal Agency

- Oversight during process
- Reviews documentation & regulatory agency/public comments
- Issues environmental finding



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Airport Key Features

- Approximately 259 acres
- Regional – GA Airport
- Dual-Runway System
 - Runway 17-35 (primary): 5,000' by 100'
 - Runway 5-23: 3,000' by 75'
- 43 Based Aircraft

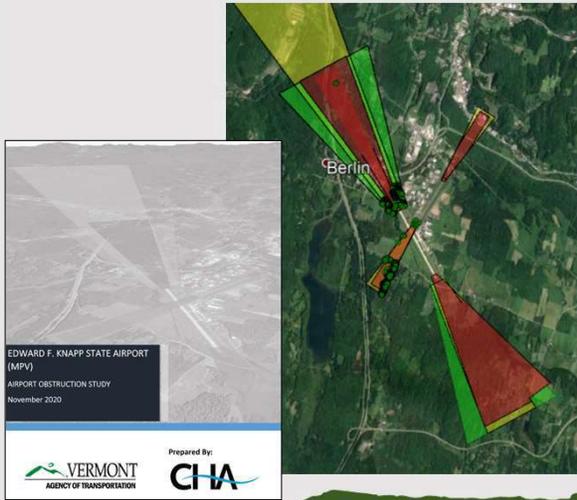


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Project Background



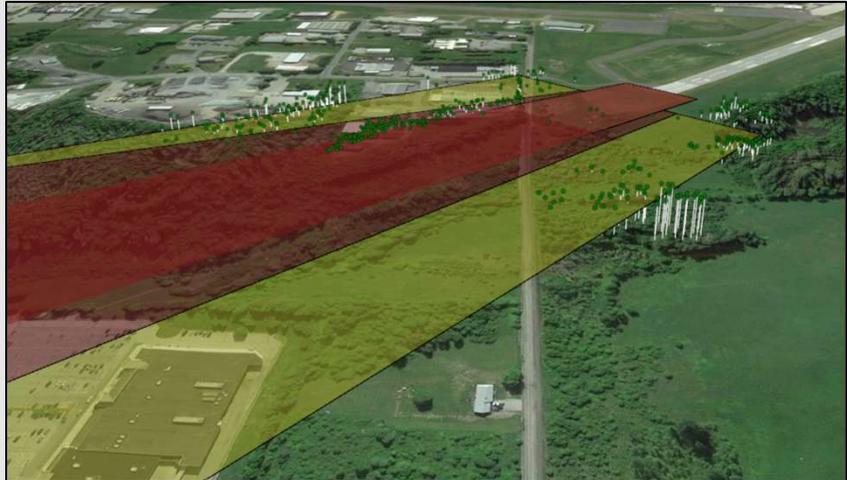
- Airport obstruction study conducted in November 2020
- Heavily wooded areas & hills create numerous obstructions to FAA regulated surfaces
 - FAR Part 77 Surface (regulated airspace)
 - Obstacle Clearance Surfaces
 - MALSR Light Plane
- Airport Sponsor is responsible for maintaining a safe approach and departure surface

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Runway 17 End - ILS

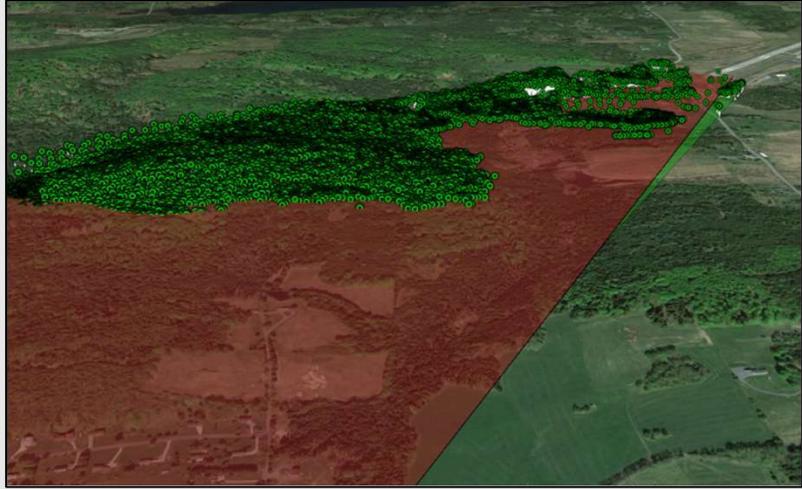


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Runway 35 End - NPI

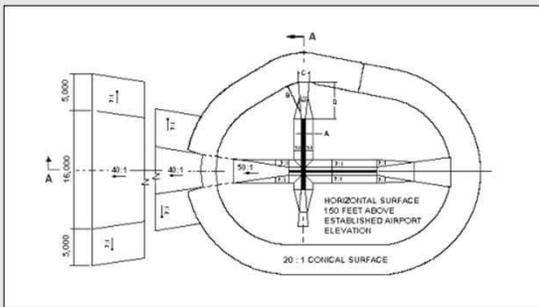


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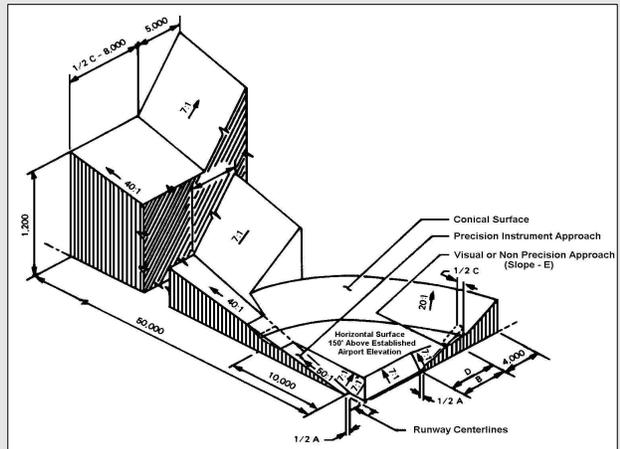
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Part 77 Surfaces



Runway	Approach Type	Approach Slope	Inner Width	Outer Width	Length
17	Precision	50:1 & 40:1*	1,000'	16,000'	50,000'
35	Non-Precision	34:1	1,000'	3,500'	10,000'



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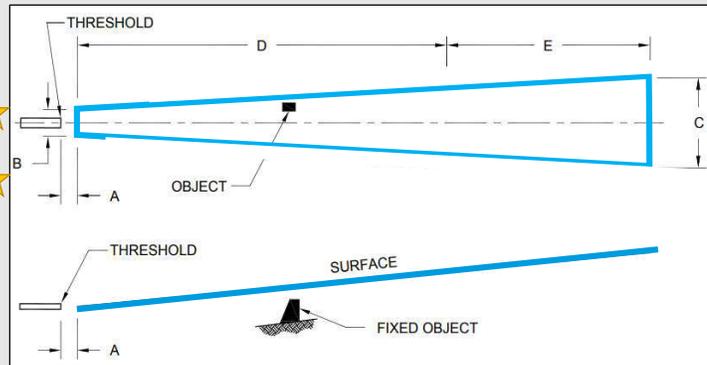
Obstacle Clearance Surfaces

OCS	RUNWAY TYPE	APPROACH SLOPE
1	Approach end of runways expected to serve small airplanes with approach speeds less than 50 knots. (Visual runways only, day/night).	15:1
2	Approach end of runways expected to serve small airplanes with approach speeds of 50 knots or more. (Visual runways only, day/night).	20:1
3	Approach end of runway expected to serve large airplanes. (Visual runways only, day/night).	20:1
4	Approach end of runways expected to accommodate instrument approaches having visibility greater than or equal to 3/4 statute mile.**	20:1
5	Approach end of runways expected to accommodate instrument approaches having visibility minimums less than 3/4 statute mile.	34:1
6*	Approach end of runways expected to accommodate instrument approaches with vertical guidance.	30:1

* Required in addition to the applicable approach surface established within the table for ILS, GLS, LPV, LNAV/VNAV, and RNP lines of minima.

** Marking and lighting of obstacle penetrations to this surface or the use of a Visual Guidance Slope Indicator (VGSI) may avoid displacing the threshold.

Runway	OCS #	OCS Slope	Distance from Runway End [Dim. A]	Inner Width [Dim. B]	Outer Width [Dim. C]	Length 1 [Dim. D]	Length 2 [Dim. E]
17	4	20:1	200'	400'	3,400'	10,000'	0
	6	30:1	0	300'	1,520'	10,000'	0
35	4	20:1	200'	400'	3,400'	10,000'	0



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MALSRLight Plane

MALSRL: Medium Intensity Approach Light System with Runway Alignment Indicator Lights

- **Runway 17 only**
- Begins at threshold
- 400 ft. wide, centered on runway centerline
- Extends 200 ft. beyond the last flashing light in the MALSRL system



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Purpose & Need

PURPOSE

Enhance airport safety

Maintain aircraft landing minimums

Regain the ability to land at night

Comply with FAA design standards

Maintain runway length of 5,000 ft.

NEED

Obstruction study determined there were penetrations to the airspace.

These obstructions prohibit the use of Runway end 35 at night.

Airport is required to comply with FAA obligations associated with receiving Federal grant funding.

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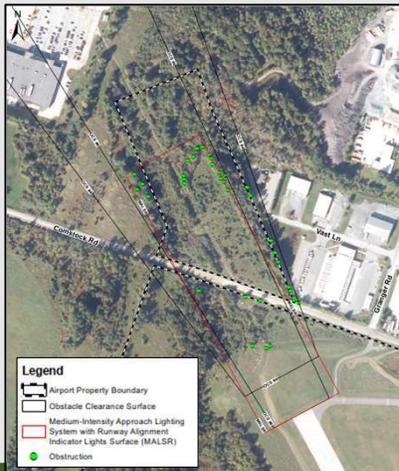
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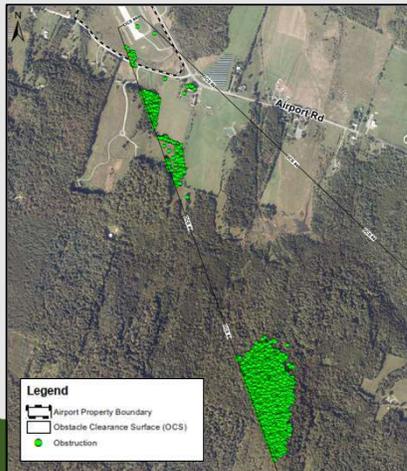
Alternatives Under Consideration

ALTERNATIVE 1: Clear OCS and MALSR Light Plane

Runway 17 end – Clear OCSs and MALSR Light Plane



Runway 35 end – Clear OCS



Pros:

- Meets Purpose & Need
- Comply with EB 99A
- Reduce cost
- Lessen enviro. impact

Cons:

- Clear 29.5 acres of trees
 - 1.5 acres in a wetland
 - 1.3 acres wetland buffer
- Requires acquisition of 8 aviation easements
- Part 77 obstructions remain

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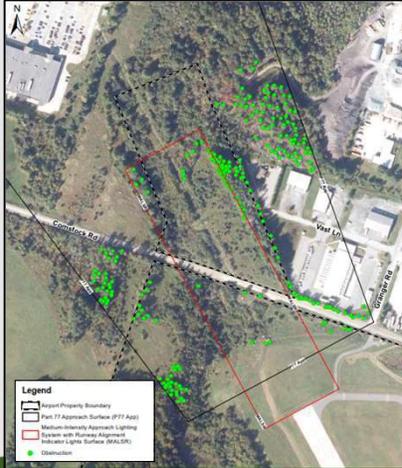
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Alternatives Under Consideration

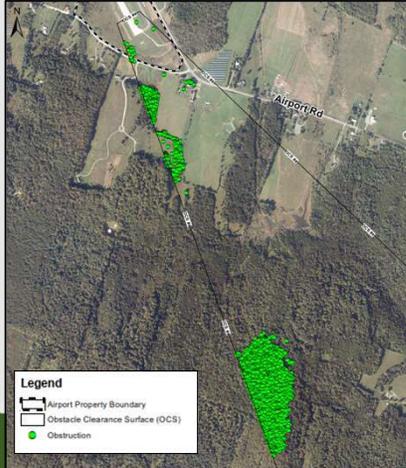
ALTERNATIVE 2: Hybrid

Runway 17 end – Clear Part 77 and MALSR Light Plane



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Runway 35 end – Clear OCS



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Pros:

- Meets Purpose & Need
- Comply with EB 99A
- Clears Runway 17 Part 77 obstructions

Cons:

- Clear 32.8 acres of trees
 - 4.4 acres in a wetland
 - 1.8 acres wetland buffer
- Requires acquisition of 10 aviation easements

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Alternatives Under Consideration

ALTERNATIVE 3: NO-ACTION ALTERNATIVE



Pros:

- No cost
- No direct environmental impact
- No need for aviation easements

Cons:

- Does not meet Purpose & Need
- Does not improve compliance with FAA design standards/grant assurances
- Risks future FAA funding for improvements to the Airport
- Safety risk

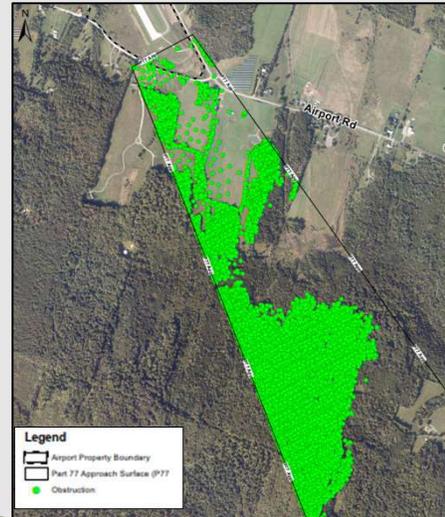
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Alternatives – Considered & Dismissed

- **Remove all Part 77 Obstructions**
 Pros: Removes all obstructions
 Cons: Requires 120 acres of tree clearing
- **Close Runway 17-35**
 Pros: Eliminates obstructions
 Cons: Must use crosswind Runway; Not designed for existing fleet mix
- **Reduce Runway Landing Distance Available**
 Pros: Reduces number of obstructions
 Cons: Reduces the existing capabilities of the Runway



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Sponsor's Proposed Action

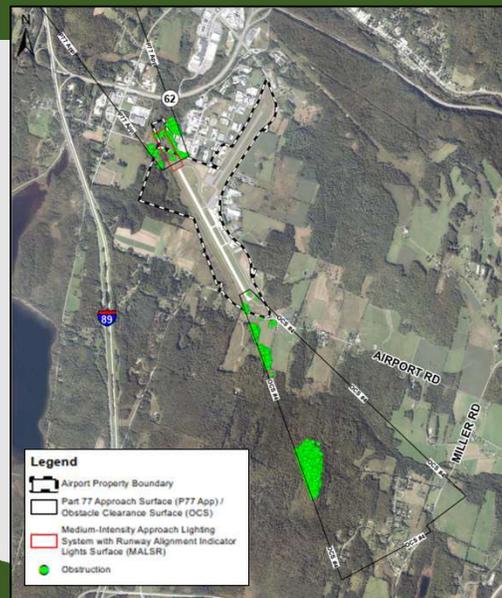
Alternative 2: Hybrid

- Runway 17 – Clear Part 77 & MALSR
- Runway 35 – Clear OCS

10 aviation easements

- Clear 4.8 acres of trees - Runway 17 approach
- Clear 28 acres of trees - Runway 35 approach

Clearing method: cut the tree, grind the stump, replace topsoil, and seed (unless in sensitive area)



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Environmental Resource Categories

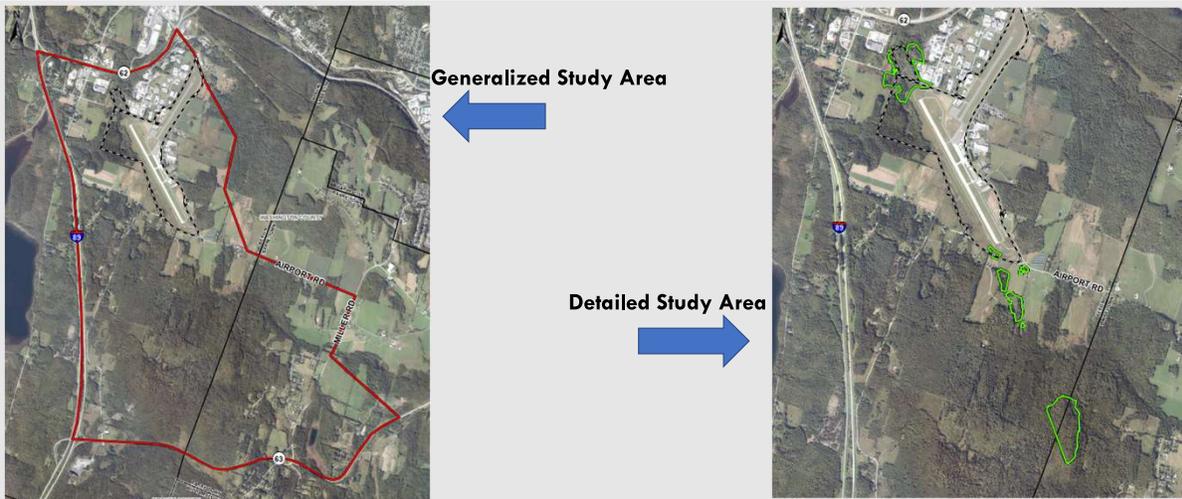
- Air Quality
- Biological Resources
- Climate
- Coastal Resources
- Department of Transportation Act, Section 4(f)
- Farmlands
- Hazardous Materials, Solid Waste, and Pollution Prevention
- Historical, Architectural, Archaeological, and Cultural Resources
- Land Use
- Natural Resources & Energy Supply
- Noise/Noise Compatible Land Use
- Socioeconomics, EJ, and Children's Environmental Health & Safety Risks
- Visual Effects
- Water Resources

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Study Areas



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Biological Resources

- CHA Field Survey July 2021

Northern Long-eared Bat – Threatened

- Public Comment on changing to Endangered
- No records of bat hibernaculum/maternity roost trees; all VT forest is potential summer habitat
- >2% forest clearing triggers bat acoustic survey
- Work will occur November 1 - March 31

Monarch Butterfly – Candidate

- Vermont is in summer breeding area; Not present during winter
- May benefit monarchs



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Biological Resources

Upland Sandpiper - State Endangered

- Grassland bird, Observed on Airport property

Birds of Conservation Concern

- Habitat is present for 5 of the 8 species
- Winter tree removal avoids breeding season



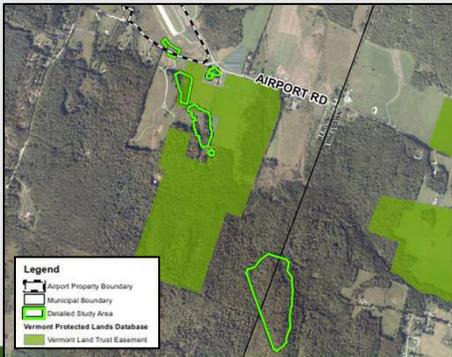
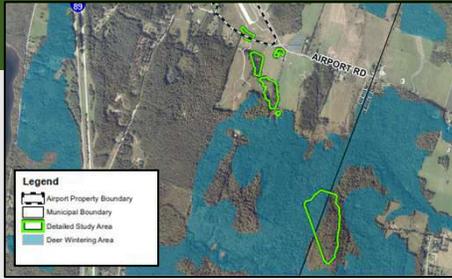
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Biological Resources



Deer Wintering Area

- Approximately 8.67 acres of tree removal
- Considered “Necessary Wildlife Habitat”
- Protected by VT Land Use & Development Law (Act 250)
 - Permit will be obtained
- Significant amount of Deer Wintering Area will remain

Vermont Land Trust (VLT) Private Conservation Land

- Approximately 1.7 acres of tree removal
- Also known as “Dodge Farm”
- Subject to grant of Development Rights & Conservation Restrictions
- VLT must approve a Forest Management Plan

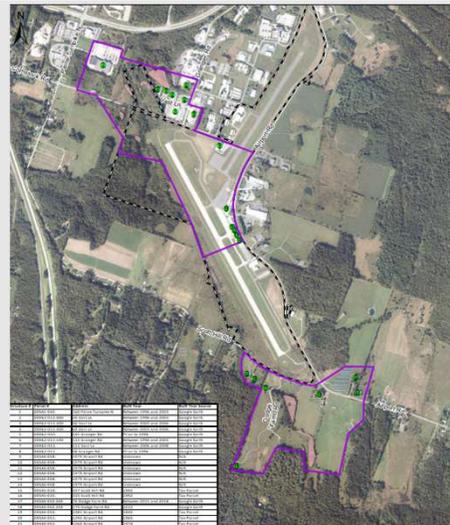
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Historic, Archaeological, Architectural, & Cultural Resources

- Direct Area of Potential Effect (APE) – Tree Clearing Area
 - Archaeological Resource Assessment
 - 11 Archaeological Sensitive Areas
 - A state-listed farmstead
 - Phase I survey recommended if ground disturbance
- Indirect APE – Viewshed Resources
 - 6 buildings over 45 years old
 - Vermont Architectural Resource Inventory forms sent to VDHP
 - Dodge Farm – State Register of Historic Places
 - E.F. Knapp State Airport Terminal – eligible for NRHP
 - Other buildings non-eligible for NRHP
- FAA issued a No Adverse Effects Finding; VDHP accepted



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Historic, Archaeological, Architectural, & Cultural Resources

NO ADVERSE EFFECT
 Vermont Division for Historic Preservation
 Staff: *Shirley* 2/4/2022
 State Historic Preservation Office

**FEDERAL AVIATION ADMINISTRATION
 SECTION 106 NO ADVERSE EFFECT FIND
 Pursuant to 36 CFR Section 800.116
 SECTION 4(f) COMPLIANCE REQUIREMENTS**

DESCRIPTION OF THE UNDERTAKING
 The purpose of the Proposed Action is to enhance airfield safety, maintain aircraft landing minimums, regain the ability to land at night, and comply with FAA design standards by eliminating obstructions within the approaches for Runway 17 and 35 while maintaining the existing runway length of 5,000 feet. The FAA has established airspace and design criteria to provide for safe aircraft operations. In 2020, the VTrans conducted an obstruction study to evaluate the airspace at the Airport. Based on the FAA design criteria, the results of this analysis identified several tree obstructions within several FAA design standards for both approaches to Runway 17-35. The Airport is also required to take appropriate action to comply with FAA obligations associated with receiving Federal grant funds that are enumerated in the FAA Sponsor Grant Assurances and FAA Order 5190.6B, Airport Compliance Manual. In particular, FAA Grant Assurance No. 20 (Hazard Removal and Mitigation) obligates the Airport to take appropriate actions to assure the airspace is adequately cleared and protected by removing, lowering, relocating, marking, or lighting or otherwise mitigating existing airport hazards. The proposed undertaking will include the following elements (see attached exhibit):

- Obtain aviation easements on private property
- Clear approximately 5.8 acres of trees within the Runway 17 approach surface
- Clear approximately 28 acres of trees within the Runway 35 approach surface

AREA OF POTENTIAL EFFECT
 [Pursuant to 36 CFR Section 800.4(a)(1)]
 The Area of Potential Effect (APE) for above ground resources was based on the undertaking's potential to cause impacts indirectly by potential changes in viewshed as the proposed tree clearing would not directly impact an above ground resource. The APE for below ground resources was based on the proposed construction limits for tree clearing.

Efforts to Identify Resources
 [Pursuant to 36 CFR Section 800.4(b)]
 The effort to identify resources included identifying structures that were over 45-years old within the indirect APE, which contained twenty-one buildings. Fifteen of these buildings were industrial or commercial buildings that have been built since 1985 and were eliminated from further evaluation. Of the six buildings that are at least 45 years old, three are located on airport property [Airport Terminal (1959), Vermont Flying Service Building (1946), and the former National Life Hangar (1956)]. The remaining three historic resources within the APE are located immediately south of the airport boundary near the intersection of Airport Road and Scott Hill Road. One of these, the Dodge Farm, consists of a house and barn, both built in approximately 1840 and determined eligible for the State Register of Historic Places. The other two are single-family residences.

- Mitigation Measures:
- Tree removal conducted by licensed contractor
 - Full-time engineer to oversee work
 - Mechanical removal in frozen ground conditions only (confirmed by engineer)
 - When ground is not frozen, hand cutting only
 - No topsoiling, grading, scraping, soil stockpiling, grubbing, or stump removal in ASAs
 - Must use existing roads as haul routes
 - If resources are uncovered, stop work and immediately notify VDHP

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Wetlands

6 wetlands, a vernal pool, and 6 streams



*Wetland boundaries confirmed by ANR as Class II wetlands (50 ft. buffer)

Tree removal will occur in...
 4.4 acres of wetland & 1.8 acres of wetland buffer

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Water Resources

No Impacts to Surface Water

- soil and erosion controls incorporated into design (SWPPP)

No Impacts to Wetlands

- Forested wetland would become scrub shrub community (no loss of wetland); no fill/dredging
- VT ANR - Wetland permit required
- Staging and access roads outside of wetlands and buffer

Vernal Pool

- Protected by VT Wetland Rule
- Further evaluation required to confirm quality

Groundwater Source Protection Area (SPA)

- Contractor will follow VT Acceptable Management Practices (AMPs) for Maintaining Water Quality on Logging Jobs

Construction General Permit 3-9020

"Sensitive Area" removal method

- Trees cut and removed by hand
- Stump left in place
- No grubbing or ground disturbance
- No mechanical equipment allowed
- Small trees and understory would remain.



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Minor Impacts



Air Quality

Fugitive dust and exhaust

Farmland

Prime Farmland & Farmland of Statewide Importance

- Agricultural land will not be converted
- Act 250 Permit will address "Primary Agricultural Soils"

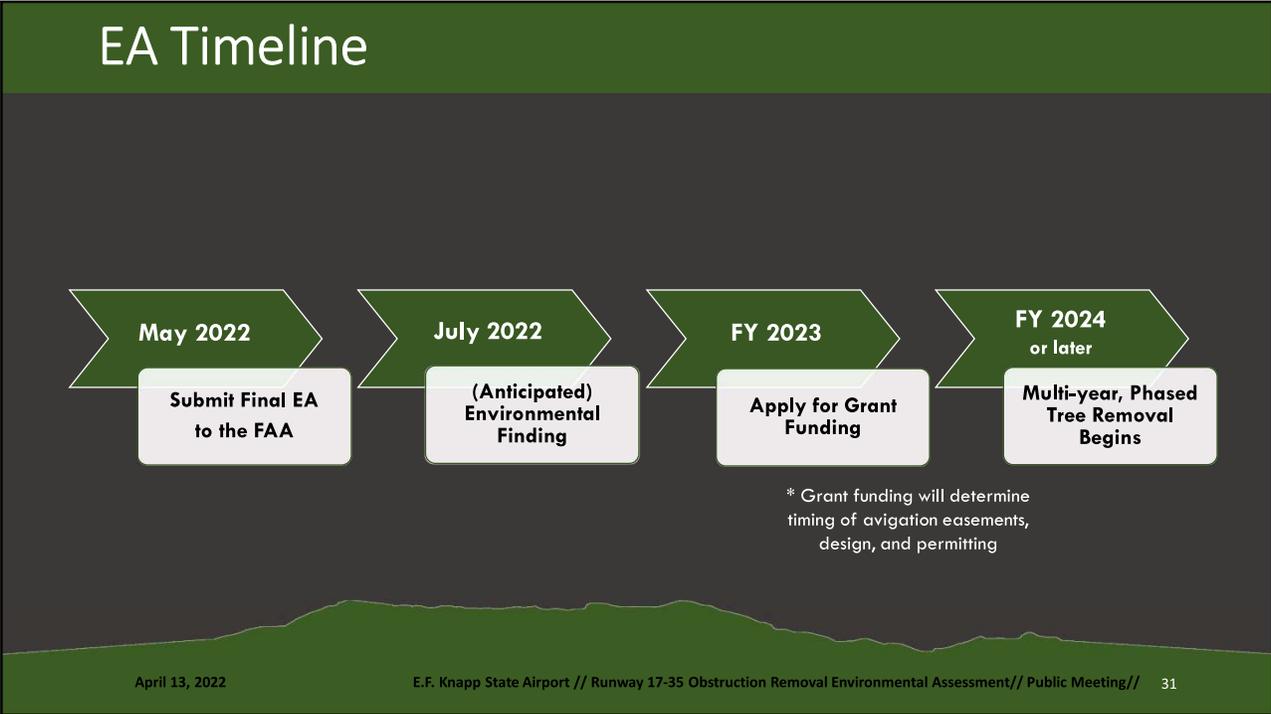
Invasive Species Control

Invasive Species Management Plan

- Inspection of equipment
- Annual Wetland monitoring for 5 years

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Comments/Questions on the Draft EA can be sent by mail OR email to:

Mr. Adam Goudreau, P.E.
 AOT Project Manager
 219 North Main St.
 Barre, Vermont 05641
Adam.Goudreau@vermont.gov

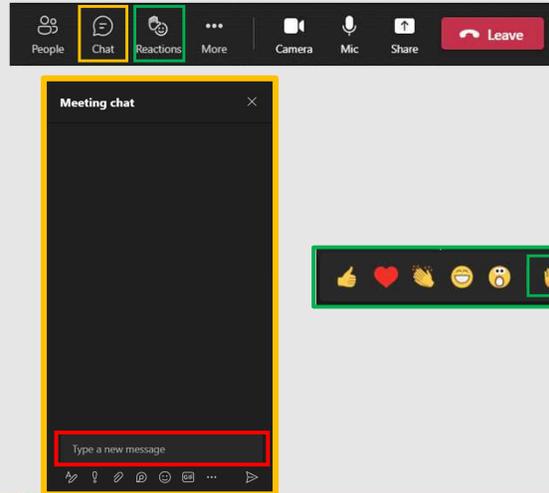
*Comments must be received by April 22, 2022

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Q&A Feature

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Meeting Summary						
Total Number of Participants	6					
Meeting Title	E.F. Knapp Obstruction Removal Draft Environmental Assessment - Public Meeting					
Meeting Start Time	4/13/2022, 6:25:57 PM					
Meeting End Time	4/13/2022, 7:16:43 PM					
Meeting Id	6034680d-aa67-47a9-966c-2e5956577357					
Full Name	Join Time	Leave Time	Duration	Email	Role	Participant ID (UPN)
Goudreau, Adam	4/13/2022, 6:25:57 PM	4/13/2022, 7:16:42 PM	50m 44s	Adam.Goudreau@vermont.gov	Organizer	Adam.Goudreau@vermont.gov
Heckroth, Mark	4/13/2022, 6:26:45 PM	4/13/2022, 7:16:41 PM	49m 55s	MHeckroth@chacompanies.com	Presenter	MHeckroth@chacompanies.com
Kuang, Calvin	4/13/2022, 6:26:49 PM	4/13/2022, 7:16:43 PM	49m 54s	CKuang@chacompanies.com	Presenter	CKuang@chacompanies.com
Town Administrator	4/13/2022, 6:26:51 PM	4/13/2022, 7:16:09 PM	49m 17s	townadministrator@berlinvt.gov	Presenter	townadministrator@berlinvt.gov
Christian Meyer	4/13/2022, 6:29:20 PM	4/13/2022, 6:52:44 PM	23m 24s	meyer@cvregion.com	Presenter	meyer@cvregion.com
McDonnell, Paul	4/13/2022, 6:29:34 PM	4/13/2022, 7:16:31 PM	46m 56s	PMcDonnell@chacompanies.com	Presenter	PMcDonnell@chacompanies.com